on the above routes, to give immediate relief to the passengers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The route numbers 52 and 570 are Peak Time Services and the frequency of route No. 560 is 45/90 minutes as per RITES Report The timings of these routes are given in statement *(see* below).

(b) to (d) Only one DTC bus was scheduled to operate on route No. 560 but due to shortfall in fleet, the operation has since been discontinued. However, route No. 52 and 570 are Peak Time Services and are still in operation. Due to shortfall in DTC fleet, it is not possible to maintain the schedule/frequency of these routes, or to augment its services.

Satement

Route No. 52 Nauroji Nagar Kidwai Nagar Jantar Mantar

0904	0835	0904
	0935	0936
		1008
		1736
		1800
		1824

Route No. 570

Nauroji Nagar	Kend. Terminal/ A.V. Bhavan.
0836	1710 AV
0924	1735 Ud. Bhavan.
0948	1736 K. Terminal
1800	1810 AV
	1825 Ud. Bhavan

Route No. 560

Safdar Jang Enclave	Jantar Mantar
0815	0900
0945	1030
1200	1245
1325	1410
1625	1710
1755	1840
2010	2055
2140	2225

पत्राचार विद्यालय के विद्यार्थियों को डीटीसी बसों के पास जारी किया जाना

7230. श्री रामगोपाल यादव: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार अन्य विद्यालयों की तरह पत्राचार विद्यालय के विद्यार्थियों को डीटीसी बसों के सर्वमार्गीय पास जारी करने का विचार रखती है;

(ख) यदि हां, तो इस विषय में कब तक निर्णय ले लिए जाने की संभावना है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर): (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) पत्राचार पाठ्यक्रमों के छात्र नियमित छात्र नहीं होते हैं। उन्हें वर्ष में बहुत कम दिनों के लिए सम्पर्क कक्षाओं में भाग लेना होता है। इसलिए पत्राचार पाठ्यक्रमों के छात्रों को उन नियमित छात्रों के समान नहीं माना जा सकता जो डिप्लोमा के ऑल रूट छात्र रियायती पास के पात्र होते हैं।

More Funds for National Highways *m* Gujarat Cities

7231 SHRI ANANTRAY DEVSHANKER DAVE:
SHRI CHIMANBHAI HAR1BHAI SHUKLA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received any request for allocation of more funds for National Highways and Ring Roads in Ahmedabad, Baroda, Surat, Rajkot, Bhavnagar, Jamnagar and Gandhidham;

(b) if so, what is the total Central allocation for these seven major cities of Gujarat for the current and the next financial year;

(c) what are the reasons for not fulfilling their demand substantially; and

(d) whether Government propose to give special grants for these seven cities?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The

Government of India is primarily responsible for the development of national highways in the country. The States including the State of Gujarat have been demanding more funds for the development of National Highways.

(b) to (d) The allocation are made State-wise and not city-wise. The funds are released to various States keeping in view the status of on-going works, inter-se priority of works and the overall availability of funds.

Percentage of Indian Fleet

7232. SHRI SANATAN BISI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the percentage of Indian fleet vis-a-vis the total world fleet; and

(b) the details of items which contribute for a large part of carriage in Indian ships?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Indian fleet constitutes around 1.42% of the total world fleet in terms of Gross Registered Tonnage. Petroleum, Oil, Lubricants (POL)/ product and other liquids contribute for a large part of carriage in Indian ships.

Investment required in the Indian Shipping Industry

7233. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether curbs/restrictions imposed on external commercial borrowings and withdrawal of exemption of withholding fare on such borrowings, have virtually curtailed ship-owners access to foreign credit required for purchase of ships;

(b) if so, whether Government have received representations to this effect from the shipping companies and, if so the details thereof;

(c) the details of action taken/proposed thereon, for redressal of genuine problem of ship-owners; and

(d) what is the estimated freh investment required by the shipping industry to meet the target set by the Tonnage Acquisition Committee (TAC) for Indian shipping industry and the steps taken/proposed to be taken to help the industry mobilise funds required?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Indian National Shipowners' Association have submitted a memorandum to the Ministry of Finance and to the Ministry of Surface Transport, about the likely adverse effect on access to foreign credit for ship acquisition due to;

(i) Withdrawal of exemption from Withholding Tax on interest payment of External Commercial Borrowings by amending Section 10(15) (iv) of the' Income Tax Act.

(ii) As per the revised ECB guidelines the average age of loan has to be 7 years for the loan over US $ 15 million. Since the loans are amortised on the basis of equated instalments and not on the basis of bullet payment (one time payment) to achieve average life of 7 years, the tenure of loan has to be between 13 to 14 years. Such long term loans are not easily available and also more expensive in terms of rate of interest and loan covenants. This will place additional financial burden on the Indian Shipping Companies and make the ships acquired through such loans economically unviable in the international market as the Indian Shipping Companies cannot pass the additional burden to their customers. Further, such loans cannot be used for purchase of second hand ships as the, balance life of second hand ships may be lesser than the average life of the loan. Industry therefore desires that Government may adopt age norms for loans applicable to Organisation for Economic. Co-operation and Development loans where tenure of loans is maximum 8 years.

The Ministry has not only supported, but has also taken up all issues raised by the Indian National Shipowners' Association with the Finance Ministry.